

IN THE CLAIMS:

Please cancel claims 1-13, and add new claims 14-30, as shown below in the detailed listing of all claims which are, or were, in this application:

Claims 1-13 (canceled).

14. (New) A method for filtration of exhaust gases, whereby all or part of the particles present in said exhaust gases are retained on filtration means and are burnt by the action of a combustion catalyst, said method comprising

obstructing at least a portion of the filtration means as soon as the temperature θ_g of the exhaust gases to be filtered becomes equal to or lower than a threshold temperature θ_s , so as to limit cooling of the obstructed portion and to maintain same at a temperature θ_o that is equal to or greater than θ_s , up to the time when θ_g again becomes greater than θ_s , and thereby to permit accelerated regeneration of this obstructed portion of the filtration means.

15. (New) The method of claim 14, wherein various portions of the filtration means are successively each subjected to the obstruction/ regeneration sequence for each variation of θ_g between a value v_1 that is equal to or greater than θ_s , a value v_2 equal to or lower than θ_s , and again a value v_3 equal to or greater than θ_s , $v_1 = \text{or } \neq v_3$, so as to permit a uniform and continuous regeneration of the filtration means.

16. (New) The method of claim 14, wherein the obstruction of a portion of the filtration means comprises preventing the flow of the exhaust gases by at least 30% of the filtration means, this percentage being expressed as a percentage by volume.

17. (New) The method of claim 16, wherein the flow of exhaust gases is prevented by at least 50% of the filtration means.

18. (New) The method of claim 17, wherein the flow of exhaust gases is prevented by 50 to 75% of the filtration means.

19. (New) The method of claim 14, wherein $\theta_s = 250^\circ\text{C}$ or 300°C .

20. (New) The method of claim 14, wherein the exhaust gases are produced by a supercharged diesel engine and in that the datum parameters, that is the temperature θ_g of the exhaust gases and the threshold temperature θ_s , are given indirectly by the boost pressure and/or the engine speed and/or the backpressure upstream of the filtration means.

21.. (New) The method of claim 20, wherein a threshold boost pressure is equal to 2.5% of a maximum boost pressure of the engine.

22. (New) The method of claim 14, wherein the filtration means comprises at least two filter cartridges, each equipped with an obstructor.

23. (New) The method of claim 22, wherein the filtration means comprises at least three filter cartridges, and wherein two of the three cartridges constitute the obstructed portion of the filtration means when $\theta_g \leq \theta_s$.

24. (New) A device for filtration of exhaust gases comprising at least one catalysis means, means for filtration of said exhaust gases, disposed in a reaction chamber in the path of the exhaust gas stream produced by an engine, wherein the filtration means comprises at least two assemblies each comprising a catalyst support adjacent a filter cartridge equipped with a flow obstruction means.

25. (New) The device of claim 24, further comprising a means for recirculating the exhaust gases at the engine intake, the operation of which is associated with the cutoff of the flow in one or a plurality of the cartridges when the engine is not accelerated, so that the increase in backpressure generated automatically opens a valve that permits recirculation of the exhaust gases.

26. (New) The device of claim 24, wherein each of the filter cartridges has a flow obstruction means, disposed upstream or downstream, controlled by an electronic computer which takes account of all the engine operating conditions, in order to isolate

at least one cartridge each time the accelerator position is at zero (not accelerated).

27. (New) The device of claim 24, wherein the filtration means comprises at least three cartridges with a flow obstruction means on each of them, controlled by an electronic computer which takes account of all the engine operating conditions, in order to isolate, in turn, at least two cartridges when the engine is not accelerated, and to isolate the cartridge that filtered the gases in the non-accelerated position, each time the engine is accelerated.

28. (New) The device of claim 24, wherein the flow obstruction means disposed on each filter cartridge comprise a small calibrated orifice to maintain a very low flow rate.

29. (New) The device of claim 24, further comprising a system for post-injection of diesel into the exhaust gases, via an atomizer, upstream of the filtration device and the catalysts, controlled by an electronic computer which takes account of all the engine

operating conditions, this diesel post-injection system optionally being associated with an exhaust gas recirculation system.

30. (New) The device of claim 29, wherein the diesel injected contains an organometallic combustion catalyst, supplied or not from a specific tank.